



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Environmental Protection – International Aviation and Climate Change — Policy and Standardization

ASSISTANCE AND CAPACITY BUILDING TO REDUCE CO₂ EMISSIONS FROM INTERNATIONAL AVIATION

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

This working paper highlights the role of the International Civil Aviation Organization (ICAO) in assisting States under a successful cooperation model that can be adapted for other Member States, primarily developing States. The Capacity-Building Project of ICAO and the European Union (EU), together with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), and ACT-CORSIA, among others, have demonstrated the importance of assistance programme to the successful achievement of the global environmental protection objective and goals. These assistance programmes led by the ICAO Environment Office (ATB/ENV) and Technical Cooperation Bureau (TCB) are, however, temporary and are not open to all States. This working paper therefore urges Member States and the ICAO Secretariat to establish a permanent assistance and capacity-building programme in environmental protection for Member States. The programme must be funded from the ICAO regular Budget and ICAO's ATB/ENV and Technical Cooperation Bureau (TCB) must cooperate and coordinate closely with each other in its implementation.

Action: The Assembly is invited to:

- a) Request the Council to allocate resources specifically for environment capacity building (assistance to States);
- b) Request the Council to continue the task of supporting Member States by disseminating important information and guidance material, and providing technical assistance;
- c) Request the Council to establish, under the ICAO regular programme, a specific programme/project and an organizational structure on environment assistance and capacity building in support of Member States, primarily developing States;
- d) Request the Council to continue the task of building alliances with other States and international organizations in order to cover Member States' needs for assistance, including access to financial resources, technology transfer and capacity building for CO₂ mitigation in the aviation sector.

Strategic Objectives:

This working paper relates to Strategic Objectives of *Environmental Protection*.

¹ Spanish version provided by Dominican Republic

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| <i>Financial implications:</i> | Implementation of the activities mentioned in this working paper will be contingent on the availability of resources in the ICAO Programme Budget for 2020–2022, contributions from other States, and/or extrabudgetary contributions. |
| <i>References:</i> | <ul style="list-style-type: none">• Assembly Resolution A39-3 of the International Civil Aviation Organization (ICAO). |

1. INTRODUCTION

1.1 It is known that the environment is not at all a new issue at ICAO, since the matter was raised successfully as early as the 1960s in the Chicago Convention and is, moreover, taken very seriously by ICAO. Owing to ICAO’s efforts and leadership in environmental protection, aircraft today are 75% more silent and 80% more efficient than 50 years ago; the environmental issue has made great strides forwards and has marked aviation history in terms of innovation and development.

1.2 However, following the inclusion of the issue of climate change and the adoption of global objectives, the environment has raised many challenges and opportunities for Member States. The key to success in overcoming those challenges and achieving the results seen today has undoubtedly been the assistance provided by ICAO to States through the Environment Office (ENV). Successes have been scored to date in technology, standards, sustainable aviation fuels, (SAFs), operational improvements (ATM), the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), assistance and capacity building, among others.

1.3 International aviation is on the threshold of a new revolution that includes changes in air navigation and in satellite systems, the rolling out of green airports, renewable energy, sustainable aviation fuels (SAFs) and, of course, more modern and efficient aircraft, including urban and supersonic aviation models. Furthermore, as the new recently adopted Annex 16 amendments and volumes require a greater degree of Member State participation and commitment, in particular developing States, the issue of assistance and capacity building has become one of the most important factors in ensuring that “No country is left behind”.

2. ASSISTANCE AND CAPACITY BUILDING

2.1 Since the adoption of ICAO Assembly Resolution A37-19 in 2010, ICAO has made a great effort to support States through ACT ENV programmes on CO2 Emission Reduction Action Plans and seminars on the environment. Subsequently, at the 38th session of the ICAO Assembly (2013), the cooperation and assistance framework was broadened through various capacity-building programmes that resulted in ICAO’s alliance with the EU, UNDP and GEF. In 2018, moreover, the ACT-CORSIA programme was established by ICAO and several Member States (donors).

2.2 These projects and programmes have all demonstrated the importance of assistance and capacity building to States’ successful achievement of the global environmental protection objective and goals. However, as these projects are temporary and not open to all States, it is important that the ICAO Secretariat establish a permanent environment assistance and capacity-building programme for Member States, in particular the developing States. The programme must be funded from the ICAO regular Budget

and ICAO's Environment Division and Technical Cooperation Bureau (TCB) must cooperate and coordinate closely with each other in its implementation.

2.3 The Dominican Republic has, as a State, been a beneficiary of assistance projects, in particular under the ICAO – EU “Capacity Building for CO2 Mitigation from International Aviation” project and the ACT CORSIA programme.

2.4 The joint ICAO – EU project, from which 12 States in Africa and two in the Caribbean have benefited, has become a highly important programme to the Dominican Republic for achieving objectives and taking practical steps on environmental protection and climate change. As outcomes of the ICAO – EU project, the Dominican Republic has: (i) strengthened the institutional system by establishing the Environmental Protection Committee (CPMA) and the Sustainable Development Department (DDS); (ii) adopted the Aviation Environmental System (AES) to monitor CO2 emissions efficiently; and (iii) successfully implemented various mitigation measures, such as a roadmap for the development and use of sustainable aviation fuels (SAFs) from sugar cane, 10.8 MW of installed photovoltaic energy at international airports, implementation of an Air Traffic Flow Management (ATFM) unit, and PBN procedures – all amounting to an investment of US \$18.5 million in environmental aviation sector projects within the Dominican Republic.

2.5 It is important to stress that not all of these projects have been fully funded by ICAO or donor countries, quite the contrary. ICAO's technical assistance provided a broader framework and led to the identification of tools for achieving objectives and results, which was the key to the success of the capacity-building model led by ICAO through its Environment Offices (ENV) and its Technical Cooperation Bureau (TCB).

2.6 In much the same way as in the Dominican Republic, positive results and successes have been achieved in Angola, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Republic of the Congo, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Indonesia, Jamaica, Kenya, Trinidad and Tobago, Sao Tomé and Príncipe, which have participated in technical assistance projects with the ICAO Environment Office (ENV). In addition to these States, many other Member States have been granted and have received assistance under the ACT-CORSIA programme, which involves a 15 donor States and 98 beneficiary Member States.

3. CONCLUSION

3.1 Considering that the various resolutions adopted by the International Civil Aviation Organization (ICAO) on the environment (Consolidated statement of continuing ICAO policies and practices related to environmental protection) recognize and stipulate that measures must be determined to assist developing States and facilitate access to financial resources, technology transfer and capacity building without delay;

3.2 Recognizing that the assistance and capacity-building programmes of ICAO are key factors for success in achieving global objectives, and considering that Member States stand ready to contribute to the environmental goals and work of ICAO, although some countries lack the financial resources or requisite technical capacity;

3.3 Considering that the important role played by ICAO through various projects implemented by the Environment Office (ENV) in coordination with the Technical Cooperation Bureau

(TCB), has been a driving force behind action taken by developing States on environmental protection and climate change;

3.4 Recognizing the importance of availability to ICAO of the necessary resources (staff, guidance material, seminars, budget, assistance projects, etc.) within the regular programme in order to implement assistance and capacity-building projects for environmental protection in supporting Member States, according to their differing circumstances and respective capacities, in taking up challenges associated with climate change, the Council is requested to:

- a) Allocate resources specifically for environment capacity building (assistance to States);
- b) Continue the task of supporting Member States by disseminating important information and guidance material, and providing technical assistance;
- c) Establish, under the ICAO regular programme, a specific programme/project on environment assistance and capacity building in support of Member States, primarily developing States;
- d) Continue the task of building alliances with other States and international organizations in order to cover Member States' needs for assistance, including access to financial resources, technology transfer and capacity building for CO₂ mitigation in the aviation sector.

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